

COAST GUARD HERITAGE MUSEUM

NEWSLETTER

George Washburn - Editor Emeritus, Publisher - CGHM
Jack McGrath - Editor

SPRING 2014

In this Issue:

Cutters of the reef II
Christmas in Salem
Museum changes

COAST GUARD HERITAGE MUSEUM

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EDITOR'S NOTES

Here is the Spring issue of our newsletter. We have had an extra busy Winter as we added new exhibit cases on the first floor and a new video compilation in the Vietnam war exhibit. The Revenue Cutter, USLSS and cutter displays have all been revamped and the Aids to Navigation section has been upgraded. A new area was created to showcase the Pendleton rescue. A recently acquired set of USLSS patrol checks is now on display in their new area.

In the newsletter, George Washburn is back with part two of a two part story about Coast Guard cutters now serving as reefs. I hope you saw part one. If not, it is available on our web site.

Of course, there is some CG aviation included. Scenes from Bermuda and Quonset Point, RI and a look back at Christmas in Salem, MA.

We hope you enjoy this issue.

**Jack McGrath
editor**



NEW PENDLETON EXHIBIT



PATROL CHECKS

IN MEMORIAM

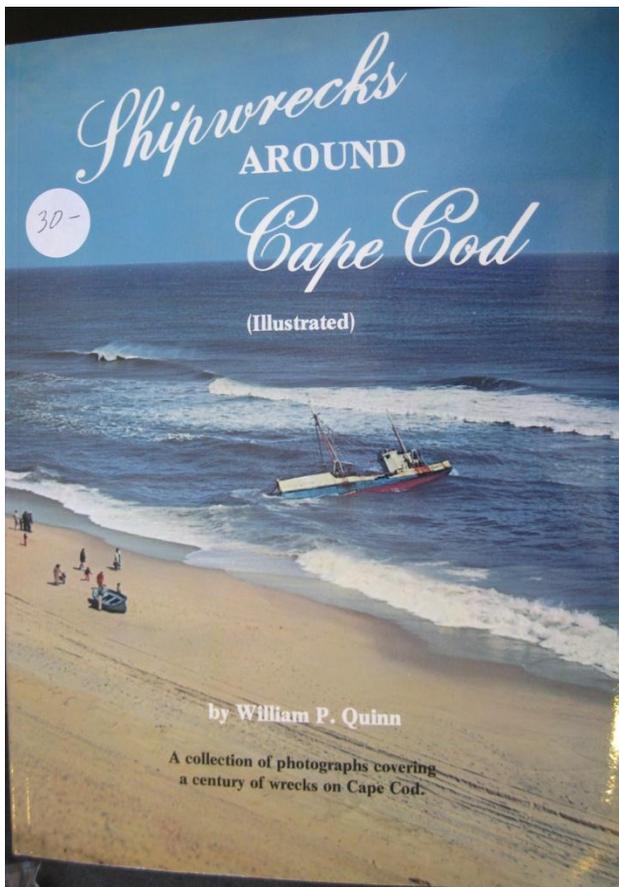
JUNE 29, 1926 – APRIL 13, 2014

WILLIAM P. (BILL) QUINN, A CAPE COD AUTHOR AND PHOTOGRAPHER, PASSED AWAY RECENTLY. BILL WAS WELL KNOWN AS THE AUTHOR OF MANY BOOKS ON SHIPWRECKS AND MANY BOOKS ABOUT CAPE COD. HE WAS ALSO A PHOTOGRAPHER AND FILMED MANY NEWSWORTHY EVENTS AROUND THE CAPE. HIS WORK WAS SEEN ON LOCAL AND NATIONAL TV AND IN MANY PUBLICATIONS. SOME OF HIS BOOKS ARE AVAILABLE AT THE MUSEUM. HE WAS AN HONORARY MEMBER OF OUR BOARD OF DIRECTORS.

BILL WOULD DROP IN NOW AND THEN WITH STORIES TO TELL. HE WOULD BRING US PHOTOS FROM HIS COLLECTION FOR US TO USE IN THE STORY OF THE COAST GUARD. HE WOULD KEEP OUR INVENTORY OF BOOKS UP TO DATE.

THE BEST PART OF HIS VISITS WOULD BE HIS STORIES ABOUT CAPE COD, AND HIS EXPERIENCES IN THE NAVY IN THE PACIFIC DURING WW II. SOME OF THE MOST FAMOUS EVENTS, LIKE THE SS ANDREA DORIA, THE SS ARGO MERCHANT AND THE SS ELDIA, WERE COVERED BY BILL.

WE WILL ALL MISS HIM VERY MUCH.



For more on Bill, visit:

<http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=William-Quinn&lc=7210&pid=170657311&mid=5930892>



Don't use a D2 tractor to tow a P5M by the tail float gear!
Photo taken in Bermuda. (courtesy Ben R. Miller)

MEMORIES OF QUONSET



USCG AIR DETACHMENT QUONSET POINT, RI
FRONT (L TO R): LT BILL DONNELL, LT JEFF DAVIS, LCDR AL
TINGLEY, LT BRUCE THOMPSON, LT DUANE COPPOCK.
REAR: AD2 HAL BROWN, AD2 LOU WHITE, AT3 JOHN WHEATLEY,
CHIEF DICK HEGARTY, AD1 CHARLIE BLAKE, AE1 RALPH KING, AT1
JOHN CADE.

DOES ANYONE KNOW WHAT THE "LSQ"
STOOD FOR??



Starting in 1944, Quonset had a full-time PBY-5A-equipped Coast Guard Air-Sea Rescue Unit.



CGAS SALEM CHRISTMAS 1952





Roster of Officers

J. D. HUDGENS
Commander, USCG
Commanding Officer
(Acting)

<p>Lcdr. ELMER A. CROCK</p> <p>Lt. EARLE A. E. VERRY</p> <p>Lt. ALBERT P. McCULLOUGH</p> <p>Lt. GEORGE W. WAGNER</p> <p>Lt. WILMER CLARK</p> <p>Lt. RICHARD C. BAGAN</p> <p>Lt. RICHARD M. UNDERWOOD</p> <p>Lt. DONALD R. VAUGHN</p> <p>Lt. ROBERT E. BRACKEN</p> <p>Lt. PHILIP A. HOGUE</p> <p>Lt. GORDON L. JAMES</p> <p>Lt. GWYNN A. E. WILLIAMS</p>	<p>Lt. JOSEPH L. FAIL</p> <p>Lt. DONALD C. LOOSE</p> <p>Lt. PAUL W. TIPPT, JR.</p> <p>Ltjg. CHARLES E. LARKIN, JR.</p> <p>Ltjg. ROBERT NAPPER</p> <p>Ltjg. FRANCIS K. KUENZIE</p> <p>Ens. ELLIS P. WARD</p> <p>Ens. CHRISTIAN A. WEITZEL</p> <p>Ens. NORMAN J. WIRSCHING</p> <p>Ens. E. P. WARD</p> <p>Chpck. OLLIE D. BROWN</p> <p>Relc. HOYT H. FULLER</p>
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Roster of Enlisted Men

Chief Petty Officers

<p>R. N. BAKERINK, EMC</p> <p>G. F. CALNAN, ALC</p> <p>O. F. BOERNER, AGC</p> <p>R. J. GUARINO, ADC</p> <p>R. C. HAGERTY, ADC</p> <p>E. R. HELLEN, DCC</p>	<p>L. C. McHUOH, SKC</p> <p>D. W. McNAUGHT 'N, RNC</p> <p>G. D. OLSON, PRC</p> <p>R. H. REED, AOC</p> <p>A. J. SAGE, CSC</p> <p>J. E. WHITE, ADC</p>
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Roster of Enlisted Men

<p><i>Petty Officers First Class</i></p> <p>J. V. ARRUDA, AD1</p> <p>R. F. COCHRAN, AD1</p> <p>H. M. COLLINS, BM1</p> <p>M. DE CRUZ, AM1</p> <p>E. F. EASTMAN, AL1</p> <p>T. E. FLAHERTY, HM1</p> <p>W. J. FREDERICK, AL1</p> <p>C. R. HANNUM, AO1</p> <p>A. C. HODGSON, AD1</p> <p>R. C. KNOWLTON, AD1</p> <p>R. I. MABUS, AD1</p> <p>I. MARTICIO, SD1</p> <p>J. E. McCABE, AL1</p> <p>W. J. McMULLEN, AL1</p> <p>J. T. McSWENEY, AM1</p> <p>A. P. NEVES, AO1</p> <p>J. M. FALLAM, AD1</p> <p>S. J. QUEEN, AT1</p> <p>D. W. REPPER, AG1</p> <p>H. L. RUBIO, BT1</p> <p>E. H. SMITH, AD1</p> <p>J. C. VELLAR, AL1</p> <p>E. J. MATTEBON, SK1</p>	<p><i>Petty Officers Third Class</i></p> <p>J. J. DONAVAN, AL3</p> <p>J. H. ATKINS, BM3</p> <p>E. A. AXELROD, ET3</p> <p>E. J. BARKIN, AD3</p> <p>W. A. BEMHURY, SD3</p> <p>J. H. BROOKES, AD3</p> <p>A. B. CARR, JR., SK3</p> <p>G. G. CONNOR, AD2</p> <p>H. B. DAWSON, JR., ET3</p> <p>J. J. McHRAW, AD3</p> <p>E. C. O'CONNELL, AD3</p> <p>J. P. GILL, AL3</p> <p>B. MIBRY, AL3</p> <p>R. J. DUNN, AD3</p> <p>E. P. HEIBELMAN, AD3</p> <p>B. P. FRIEBECKE, AD3</p> <p>D. P. MUBSHAFEN, AD3</p> <p>J. J. SMITH, AL3</p> <p>W. H. HANLEY, SR</p> <p>J. P. BALZMAN, SK3</p> <p>W. E. SWANN, AD3</p> <p>D. ZACHER, AG3</p> <p>A. G. DIMARCO, AD3</p> <p>R. E. FISHER, AD3</p> <p>R. M. SIMPSON, AD3</p> <p>J. F. CAFFERY, YN3</p> <p>F. E. FLINT, JR., AD3</p> <p>J. M. PLYNN, JR., AG3</p> <p>D. K. FOX, AD3</p> <p>C. H. GRAY, AD3</p> <p>J. S. GRODZKI, ET3</p> <p>J. B. HAMILTON, AL3</p> <p>D. G. HEWITT, AL3</p> <p>C. O'NEILL, AD3</p> <p>R. E. SMITH, AD3</p> <p>G. L. SUTTON, AD3</p> <p>J. A. HILMER, AD3</p> <p>E. E. JOHNSON, AL3</p> <p>J. D. KLEMM, AL3</p> <p>F. J. KLEMOVITCH, ET3</p> <p>E. J. KOVALSKI, AD3</p> <p>S. LAMPERT, AD3</p> <p>R. R. LIPSEY, AD3</p> <p>R. H. MacCORMACK, AD3</p> <p>J. MAZZATTA, AD3</p> <p>L. H. NICHOLSON, AG3</p> <p>J. F. PARKS, AD3</p> <p>T. O. SPRAYBERRY, SK3</p> <p>E. A. VOGEL, AD3</p>
<p><i>Petty Officers Second Class</i></p> <p>E. CHILCOATE, AD2</p> <p>A. J. POSTER, AM2</p> <p>C. A. GAGNE, AL2</p> <p>J. D. KISS, CS2</p> <p>A. W. LEBEL, AD2</p> <p>G. MEDeiros, CS2</p> <p>J. G. PLOUFFE, CS2</p> <p>P. C. POREY, AM2</p> <p>T. J. SULLIVAN, YN2</p> <p>G. J. WATSON, AD2</p> <p>F. R. SUCCIO, EN2</p> <p>H. E. NELSON, YN2</p>	<p><i>Seamen</i></p> <p>O. F. BLAIR, SN</p> <p>R. H. DESCHAMPS, SN</p> <p>W. A. DOANE, SN</p> <p>K. E. EURITT, SN</p> <p>G. B. FERGUSON, Jr., SN</p> <p>E. E. HALL, SN</p> <p>F. P. MARCHEL, SN (SK)</p> <p>G. P. RUSSELL, SN</p>
<p><i>Stewardsmen</i></p> <p>F. H. COMER, TN</p> <p>F. RANDOLPH, TN</p>	<p><i>Stewardsmen</i></p> <p>O. I. KING, TN</p> <p>W. C. VAORIN, Jr., TN</p>

DISPATCHES FROM THE FLEET

CUTTERS OF THE REEF

by George Washburn

Part II



TAMAROA

Zuni ATF-95; WAT/ WATF /WMEC-166

The Tamaroa was originally *the* U.S. Navy's *Zuni* (ATF-95). Commissioned in 1943 (USN); 1946 (USCG). Decommissioned 1994. The Tamaroa is better known today as the ship of the book *The Perfect Storm* by Sebastian Junger. She made two rescues in seas of forty feet and winds of eighty knots. She rescued three persons from the sailboat *Satori* seventy-five miles off of Nantucket using her small boat. Shortly after she was sent to rescue the crew of the downed New York National Guard HH-60 helicopter which ran out of fuel while performing a rescue. After her decommission in 1994 she was transferred to the Intrepid Sea-Air Space Museum in New York. She was donated to the Tamaroa Maritime Foundation based in Richmond, Virginia. It was planned that she would become a Floating Museum. Unfortunately because of lack of funding the project was not fulfilled. Rather than scrap her it was decided to sink her as a artificial reef off New Jersey or Delaware. As of this writing she has yet gone to rest. Many items from her will be donated to museums before her final duty as a reef. A full history of her distinguished service from the battle of Iwo Jima to her final duties in 1993 can be found on the Coast Guard Historian webpage. A full list of her commendations and awards are also listed.



RED BEECH WLM- 686

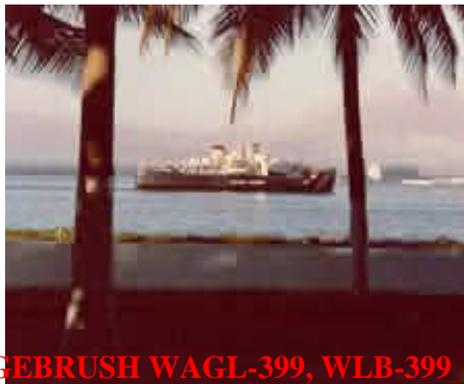
The Red Beech was a 157 foot coastal buoy tender. The keel was laid October 1963 and was commissioned in November 1964. She was assigned to Governor's Island, New York. Her primary assignment was to service aids to navigation along the Hudson River, the East River, and the Raritan River, Kill Van Kull, Arthur Kill, and throughout the upper and lower New York Bay between the Ambrose Lightship and Staten Island.

She was also used to break up ice in the Hudson River and in and around New York harbor and Staten Island. She also was used to break up ice in the Hudson River and in. She was awarded several commendations and service ribbons. She was decommissioned on June 18, 1997 and returned to the Coast Guard Yard and prepared for her duty as a artificial reef. She was sunk on June 10, 2000, as an artificial reef twenty miles off the coast of Ocean City, Maryland.



CUYAHOGA WIX /WMEC/WSC-157, 1927

The Cuyahoga was designed for outer line patrol during Prohibition. She was commissioned on March 3, 1927. On May 29, 1933, Cuyahoga went to the Navy Yard in Washington to assume the duties with the Navy as a tender for the Presidential Yacht USS Potomac. She was returned to the Coast Guard on May 17, 1941, and commissioned by the Coast Guard. During the war she spent most her time in the Caribbean escorting vessels between Guantanamo bay, Trinidad and Paramaribo. On October 20, 1978, she was hit on her starboard side between amidships and stern by the Argentine coal freighter *Santa Cruz*. She was dragged and then fell away, rolled on her side and sank within a couple minutes. Eleven Coasties were lost. She was sunk as a artificial reef off of the Chesapeake Bay approaches. She sits upright in about one hundred feet of water. Her full sea service history and description of her sinking can be found on the Coast Guard Historian Page.



SAGEBRUSH WAGL-399, WLB-399

The Sagebrush was commissioned April 1, 1944 as a Iris Class 180 foot buoy tender. She was decommissioned April 26, 1988. She was assigned to Aids to Navigation and Icebreaking duties on the Great Lakes during March - April 1944.

July 1944 through September 1945 she was assigned to the 7th Coast Guard district. Her homeport was San Juan, Puerto Rico, and did general Aid to Navigation work until the end of her service in 1988. The Sagebrush and her crew performed many rescues at sea, anti-drug work and humanitarian operations. For her efforts she received several Unit Commendations. For a full history of her exploits the Coast Guard Historian page has her full history. She was sunk as an artificial reef in 1988 at the J Reef ~NNW of Gray's Reef, off the east coast of Georgia. She rests among two liberty ships, a tug and several M-60 battle tanks.



DUANE AND BIBB

The Duane was commissioned on August 1, 1936. Decommissioned on August 1, 1985. She was sunk as an artificial reef off of Key Largo, Florida, on November 27, 1987. She lays on her keel in 120 feet of water with the crow's nest and mast visible in 50-60 feet of water. She is considered a great dive site with the ability to penetrate many of her rooms. The Duane along with the Bibb did convoy duty in the Atlantic and weather patrols after the war. Both the Duane and Bibb served time in the Vietnam War. Both served their country well and had many rescues to their credit.

The Bibb was commissioned November 3, 1937, and decommissioned September 30, 1985. She was sunk as an artificial reef off of Key Largo on November 28, 1987. She lays on her starboard side in about 130 feet of water. The port railing can be reached in about 95 feet of water. Penetration to her compartments is not recommended because of obstructions and strong currents. The Bibb did convoy duty during the second world war and took part in the invasion of Okinawa. She is also famous for rescue of the Bermuda Sky Queen. A full history and service records can be found on the Coast Guard Historian webpage.

THE NEW JERSEY REEFS

The wrecks of the New Jersey artificial reefs will be the last of this article. The New Jersey Reefs probably have one of the highest concentration of wrecks in the reef program. Everything from subway cars to Coast Guard cutters. I am going to list just some of the more noteworthy Coast Guard boats and Cutters.



RED OAK WLM-689

There is no photo available for the Red Oak. The above photo is of the Red Birch WLM-687. If anyone out there with a photo of her, let us at the Museum know so we can add it to our collection. The 157 foot coastal buoy tenders served between 1964 and 1971. The Red Oak was commissioned December 17, 1971 and decommissioned March 28, 1996, due to mandated reductions in the FY 96 budget. She was assigned to the 5th Coast Guard district out of Gloucester City, New Jersey. She tended aids to navigation from the Ship John Shoal Light to Trenton, New Jersey. She also refueled the lighthouse at Brandywine Shoal. The Red Oak was awarded the Coast Guard Meritorious Unit Commendation several times for aids to navigation work and environmental protection work. She was sunk as a artificial reef in 1999. She lies upright in about 165 feet of water as part of the Cape May Reef.



CAPE STRAIGHT WPB-95308

The Cape Straight was commissioned September 10, 1953. Decommissioned January 21, 1983. She was sunk September 9, 1993 at the Cape May Reef in about sixty-five feet of water. The Straight was stationed at Fort Tilden, New York, from 1953 to 1983. She was used for law enforcement and Search and Rescue work. She was deployed temporarily to Florida during the Cuban missile crisis. She then returned to New York to continue search and rescue and law enforcement operations. In 1980 She was deployed to Florida during the Cuban exodus. While on patrol during the Mariel Boat lift she rescued sixty Haitian refugees. During the Cold War and up to 1964 the 95 footers were unnamed.



POINT SWIFT WPB- 82312

The 82 footers WPB 82301-82344 were not named until 1964. The Point Swift was commissioned March 22, 1961, and decommissioned March 30, 1995. She was stored at the Coast Guard Yard, Curtis Bay, Maryland, from 1995 to 1998. She was then prepped for sinking and sunk at the Cape May Artificial Reef on March 30, 2000. The Swift was stationed at St. Petersburg, Florida, from March 1961 to 1968. She was used for law enforcement and search and rescue. She was stationed at Clearwater Beach, Louisiana, from 1969 to 1991. During her service she rescued many vessels and personnel including the *M/V Irish Poplar*, *M/V Pochteca*, *M/V Mystery II*, *F/V Mistress*, and *P/C Blue Star*. She also towed her sister ship the *Point Steel* who had become disabled eighty miles west of St. Petersburg.



In addition to the above cutters there are two 44 foot Motor lifeboats sunk at the Garden State Reef. They were sunk July 11, 1995 and May 16, 1995 between sixty to eighty feet of water. Unfortunately I do not have the hull numbers. The 44 footers were introduced in 1962 to replaced the 36 footers. They were self-righting and self bailing and almost unsinkable. They could self right within thirty seconds after being overturned. They could withstand twenty foot surf, seas up to thirty feet and fifty knot winds. There were 110 ten in service until replaced by the newer 47 footers. Most were decommissioned and sent to third world service or sunk as artificial reefs. I can remember the one we had at the Cape Cod Canal Station. She had her electronic quirks but she was a hard working boat.

So ends the story of the Cutters of The Reefs. I hope you have enjoyed the article as much as I have researching and writing.

CREDITS AND SOURCES

HISTORY

**The Coast Guard Historian
The Coast Guard Cutter Duane Association
The Coast Guard Cutter Bibb Association
The Zuni Maritime Foundation and the American Marine Group**

REEF PROGRAMS

**Artificial Reef Program of Texas Parks and Wildlife Department California
Ships to Reefs, Inc.
Artificial Reef Program of Florida/Florida Fish and Wildlife Conservation Commission
Delaware Artificial Reef Program
Maryland Artificial Reef Initiative Ocean City,
Maryland, Reef Foundation Virginia Artificial
Reef Program
North Carolina Artificial Reef Program
The New Jersey Artificial Reef Program/Division of Fish and Wildlife South
Carolina Marine Artificial Marine Reefs
The Louisiana Artificial Reef Program
Massachusetts Marine Artificial Reef Plan**

PHOTO CREDITS

**The Coast Guard Historian
William E. Harbaugh
Florida State Archive
The Dale M. McDonald Collection
The Coast Guard Bibb Association
The Coast Guard Duane Association**

**Some dive sites of interest
www.shipwrecksexpo.com
www.oceandiversidc.com
www.njscuba.net
www.northatlanticdive.com
www.watersearchcharters.com
www.cawreckdivers.org
www.wreckhunter.net**

So ends the story of the Cutters of The Reefs. I hope you have enjoyed the article as much as I have learning and doing the research.

**George W. Washburn
October 23, 2013**

UPDATE

AFTER GEORGE SUBMITTED HIS ARTICLE, WE WERE ABLE TO FIND A FEW PHOTOS OF THE CGC RED OAK.



Photo: njscuba.net



Coastguardtogetherweserved.com



Military.com

MUSEUM NEWS

BECOME A MEMBER!

MEMBERSHIP CATEGORIES & DUES

Individual – \$25 Single membership in the CGHM with all member privileges, including attending annual meeting with no voting privilege, individual admission to the museum, and a 10% gift shop discount.

Family - \$40 Same as individual, but with additional admissions to the museum for immediate family. One person may attend annual meeting with no voting privilege.

Supporting Member- \$ 100 Unlimited Museum admission & 10% discount. This is for those who want to support museum but not actively participate .

Sustaining Member - \$250 – For those who want to show a greater level of support for the museum. Unlimited admission and 10% discount apply.

Guardian: 3 donor levels – Guardians receive all benefits of membership. The Guardian category includes individual recognition at the museum. The 3 categories are:

Captain's circle: \$500+

Admiral's circle: \$1,000+

Commandant's circle \$2,500 +

COAST GUARD HERITAGE MUSEUM

APPLICATION FOR MEMBERSHIP

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP _____

PHONE: _____ EMAIL: _____

USCG CONNECTION (IF ANY) _____

MEMBERSHIP LEVEL: ANNUAL DUES

- | | |
|-------------------------------------|-------|
| <input type="checkbox"/> INDIVIDUAL | \$25 |
| <input type="checkbox"/> FAMILY | \$40 |
| <input type="checkbox"/> SUPPORTING | \$100 |
| <input type="checkbox"/> SUSTAINING | \$250 |

GUARDIAN

- | | |
|--|----------|
| <input type="checkbox"/> CAPTAIN'S CIRCLE | \$500+ |
| <input type="checkbox"/> ADMIRAL'S CIRCLE | \$1,000+ |
| <input type="checkbox"/> COMMANDANT'S CIRCLE | \$2,500+ |

PLEASE MAKE CHECKS PAYABLE TO: COAST GUARD HERITAGE MUSEUM

MAIL TO: COAST GUARD HERITAGE MUSEUM P O Box 161, BARNSTABLE, MA 02630

CREDIT CARD: VISA MASTERCARD DISCOVER

CARD NUMBER: _____

EXPIRATION DATE: MONTH _____ YEAR _____

SIGNATURE: _____

DATE: _____

GIFT SHOP

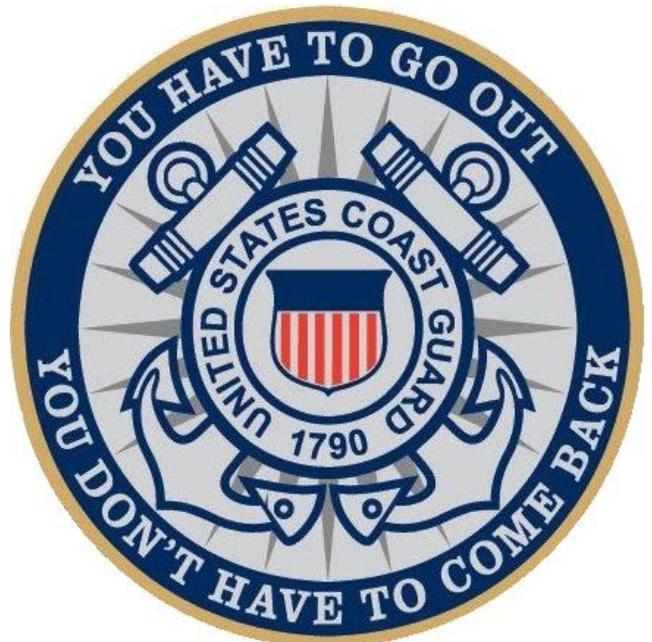
COAST GUARD HERITAGE MUSEUM

“CHALLENGE COIN”

\$12



FRONT



REAR



COAST GUARD HERITAGE MUSEUM

3353 MAIN STREET (ROUTE 6A)
P. O. BOX 161
BARNSTABLE, MASSACHUSETTS 02630
508-362-8521
WWW.CGHERITAGE.ORG
CGHERITAGE@COMCAST.NET

Dear Friend,

Thanks for your interest the Coast Guard Heritage Museum.

2013 has been a very busy and successful year at the Museum. We began by constructing a new display at the museum entrance featuring a large model of the CGC Campbell constructed by CGHM board member Mike Maynard, an expert model maker. Funding for the new display was provided by a grant from the *Cape Cod 5 Foundation*. Many thanks to them for their support.

We also were able to stage an exhibit on the Revenue Cutter Service in the War of 1812 featuring display panels borrowed from the Coast Guard, along with artifacts loaned by members and items from our collection. Other changes included a new icebreaker display and expansion of the Coast Guard at War section, especially the Vietnam exhibit. The CGHM provided a temporary exhibit this summer at the Sturgis Library in Barnstable, and staged a photo contest and exhibit in conjunction with the Cape Cod Art Association. The photos were Coast Guard related.

In an exciting development, work began on the building, which is a U. S. Custom House constructed in 1856. The work this year included repairing leaks, rebuilding the balcony on the front and, most importantly, rehabilitation of all of the windows. The windows were restored, retaining their historical significance. For the first time, we can open our windows! Funding for this project, the first of several aimed at preservation of the National Register building, is being provided by the Town of Barnstable Community Preservation Committee and the Massachusetts Historical Commission. Much more will be done in the next few years.

The Museum was invited to participate in a meeting in Washington, sponsored by the Coast Guard Aviation Association, regarding how museums related to the Coast Guard can best be supported. The CGAA wished to use the CGHM as an example of what can be done with hard working volunteers. We were also able to meet with the team developing the new National Coast Guard Museum in New London, CT.

The hard work of our volunteers has allowed us to have another successful year, but we need your help to continue to do this. ***If you enjoyed your visit, please consider making a tax-deductible donation today, using the enclosed envelope.*** Your contribution, in any amount, allows us to continue telling the great story of the Coast Guard. Please make as large a donation as you can. Be assured, we appreciate them all.

Thank you very much,

President, CGHM

COAST GUARD HERITAGE MUSEUM
P.O. BOX 161, BARNSTABLE, MA 02630
(508) 362-8521
www.cgheritage.org

YES, I wish to make a gift of: ___ \$1000.00 (Admiral) ___ \$500.00 (Captain)
___ \$100.00 (Chief) ___ \$75.00 (Station Keeper) ___ \$50.00 (Life-saver)
___ \$25.00 (Surfman) ___ \$25 (Aviator) ___ Other (\$ _____)

Please charge to: ___ Visa ___ MasterCard ___ Discover
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___ ENCLOSED IS MY CHECK PAYABLE TO:"THE COAST GUARD HERITAGE MUSEUM"

THE COAST GUARD HERITAGE MUSEUM IS A 501(C)(3) CHARITABLE ORGANIZATION.
ALL CONTRIBUTIONS ARE TAX DEDUCTIBLE

We are honored to accept donations in memory of friends and loved ones.

In Memoriam: _____

Please print your name(s) as you wish to be recognized:

Name _____

Street/PO Box# _____

City _____

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WE THANK YOU!!